

Safety Administration (FMCSA), set out to examine the hours of service standard for motor carrier drivers that had been in effect since the 1930s.

As I stated in the Surface Transportation Subcommittee's hearing in September 1999, I am concerned about fatigued drivers on the road. The fatigue related accident I profiled at this hearing occurred August 31, 1999 in Atlanta, and resulted in deadly consequences for the drivers of the truck. The accident occurred in the early morning hours and thankfully, no other automobiles were directly involved. However, daily commuters felt the effects during morning and afternoon rush hours, and the tragedy and frustration from incidents such as this accident resulted in Congress directing DOT to examine hours of service regulations.

Admittedly, I have concerns about the effects of the proposed rule, but I do not believe that the appropriations bill is the proper vehicle through which to express concerns. I would like to remind my colleagues that the DOT has only issued a proposed rule. DOT is still accepting comments on this rule through October 31, 2000—an extension of the original date—and continues to hold hearings on the issue throughout the country. I believe these hearings have brought, and will continue to bring, potential problems to the attention of DOT officials. For example, during emergencies, utility drivers must restore service to customers. How do these rules apply to such drivers in these special situations?

Congress directed DOT to evaluate the hours of service rules. Is this the best proposal? I am not convinced so, but I do believe DOT should be able to move forward with the prescribed process. The American driving public deserves the continuation of the hours of service reform process. The truck drivers want this collaborative process to continue. As this point, why should the Senate attempt to short-circuit the efforts of the FMCSA to reform the hours of service rule as directed by Congress?

I do not support the prohibition on moving forward with the hours of service process, and I urge the conferees on H.R. 4475 to remove the hours of service provision from the final bill. Let's work together in thoroughly considering the best way to ensure the safety of automobile and truck drivers traveling America's roads.

#### ADDITIONAL STATEMENTS

#### NONCOMMISSIONED OFFICER OF THE YEAR AWARD

• Mr. MURKOWSKI. Mr. President, it is with great honor today that I rise to recognize one of the finest men in the Alaska Army National Guard, Sergeant Edwin D. Irizarry. Sergeant Irizarry's hard work and dedication to the Army National Guard in Alaska have earned him the title of the "Noncommissioned

Officer of the Year." Mr. President, this is no small award. It is only awarded to those who show outstanding leadership and extraordinary accomplishments in their duty. Sergeant Irizarry epitomizes the commitment and unselfish honor of the men and women in Alaska's Army National Guard.

This is a great honor for Alaska. The commitment to be in the Guard requires an individual to work hard and sacrifice their own personal time to protect the very communities where they live. Sergeant Irizarry lives and works in Ketchikan, with his wife and family. Ketchikan is a beautiful town in southeast Alaska where I was fortunate to have been raised. I know the terrain that the Guard uses is no walk in the park. Mountains and a channel of water hug the town in this great place. To be stationed in Ketchikan one must learn to adapt to the fast changing climate and diverse environment that exists in this region. Ketchikan and Alaska are truly indebted to the many fine soldiers like Sergeant Irizarry who protect and assist in communities throughout the last frontier.

Sergeant Irizarry serves as role model and inspiration to the over 300,000 men and women in our country's National Guard. Without the talent and support given to our armed forces by the National Guard and individuals like Sergeant Irizarry, our country would not be where it is today. I take great pride in congratulating Sergeant Irizarry for his Guard career and for being an example for all of us to follow. •

#### PRIVATE RELIEF BILL FOR MARINA KHALINA

• Mr. WYDEN. Mr. President, I ask that the following letter be printed in the RECORD.

The letter follows:

U.S. SENATE,  
Washington, DC, June 16, 2000.

Senator TOM DASCHLE  
Minority Leader,  
Washington, DC.

DEAR MR. LEADER: Two weeks ago, my private relief bill for Marina Khalina, S. 150, was scheduled to come to the floor, but other members objected to this bill coming to the floor before their private relief bills came to the floor.

I agreed to let my bill be sent back to the Judiciary Committee so that it and the other private relief bills could be cleared for the floor together on June 15, 2000.

Now, I have been informed that the Immigration and Naturalization Service (INS) somehow misplaced Ms. Khalina's fingerprints and that her relief bill cannot be passed by the full Senate until a new fingerprint record for Ms. Khalina can be processed by the INS. Senate action on her bill should not be delayed because of INS incompetence in losing her fingerprints.

Since I am concerned that Ms. Khalina will miss her opportunity for justice should these bills go forward without S. 150, I am notifying you that I would object to a unanimous consent request to move any private relief bills unless S. 150 is included with the package.

I ask unanimous consent that my remarks be included in the record pursuant to the leaders request that such objections be made public.

Sincerely,

RON WYDEN. •

#### TRIBUTE TO BILL FRAIN

• Mr. SMITH of New Hampshire. Mr. President, I rise today to honor the outstanding leadership of PSNH President and CEO Bill Frain. The core qualities of a great leader—vision and values—are often overlooked in the hustle of today's corporate society. PSNH President and CEO Bill Frain is one leader whose accomplishments and dedication to both his vision and values have gained him the respect and admiration of individuals across the state.

After years of service to PSNH and its surrounding communities in the great state of New Hampshire, Bill Frain is retiring from the company. It has been both a great honor and a distinct pleasure to work with Bill over the years, and I salute him for his unwavering dedication to New Hampshire, its citizens and its economy.

Bill often quotes the adage, "Storms make oaks take deeper roots." Through his navigational skills and constant perseverance, Bill brought PSNH to a level where it is currently one of the most respected companies in the state and that earned him the honor of being named "Business Leader of the Decade" by Business New Hampshire Magazine.

Bill is often described by his peers as a strong leader who is able to motivate those around him to continued success. Over the years, I have seen first-hand his ability to inspire, and I applaud his talents and dedication to New Hampshire.

I wish Bill much happiness as he embarks on this new journey in life, as he will be missed. I want to leave Bill with a poem by Robert Frost, as I know that he has many more miles to travel and endeavors to conquer.

The woods are lovely, dark and deep.  
But I have promises to keep,  
And miles to go before I sleep.  
And miles to go before I sleep.

Bill, it has been a pleasure to represent you in the United States Senate. I wish you the best of luck in your future endeavors. May you always continue to inspire those around you. •

#### RECOGNITION OF MRS. SUSAN WARGO

• Mr. REID. Mr. President, I have the pleasure to stand today and celebrate the career of a very fine public school teacher. She is Mrs. Susan Wargo, a third grade school teacher at Franklin Sherman Elementary School in Fairfax County, Virginia. She is retiring this year, after teaching school for 28 years. She and her husband Mike, will be relocating to Aiken, South Carolina.

I know about Mrs. Wargo because she teaches my granddaughter, Mattie